



Midpeninsula Regional
Open Space District

Site Tour Assessment Forms December 12, 2019

The PAWG conducted two site tours on October 16, 2019 and November 19, 2019. PAWG members were asked to record their observations according to project goals and objectives on assessment forms provided by the project team. The members noted below provided their assessments, which are attached to this cover sheet.

PAWG Member	Assessment Form Site Tour #1	Assessment Form Site Tour #2
Lou Bordi	-	-
Ari Delay	-	-
Art Heinrich	Submitted	Submitted
Karl Lusebrink	Submitted	Submitted
Barbara Hooper	Submitted	Submitted
Kathleen Moazed	Submitted	Submitted
Melany Moore	Submitted	Submitted
Denise Phillips	Submitted	Submitted
Andie Reed	Submitted	Submitted
Sandy Sommer	Submitted	Submitted
Willie Wool	Submitted	Submitted
Larry Hassett	-	-
Curt Riffle	Submitted	Did not attend tour



Midpeninsula Regional
Open Space District

Art Heinrich

La Honda Creek Parking Feasibility Study
Site Tour #1 – October 19, 2019
Project Goals and Objectives – Assessment of Tour Sites
COMMENTS BY ART H.

Project Specific Site Assessment Criterion	Sears Ranch Road Parking Area- Expansion of Existing Lot	Sears Ranch Road - Former Residence Area	Red Barn- Area Behind Ranger Residence	Red Barn- Area Down Slope from Red Barn	Event Center
Establish new public access in the central portion of La Honda Creek Open Space Preserve	More parking here for equestrians/cyclists (who can gallop or pedal to the central area) could reduce what is needed in central area – but doesn't make central area parking need go away completely. But reducing/deleting equestrian parking at central area would improve traffic safety getting into/onto 84.	I don't see any real advantage to this site. The existing parking is already away from outside view and allows expansion. Use of this area introduces vehicles and their conflicts well into preserve, and where they would be more visible from within the preserve.	This area is away from the red barn and the noise of 84, which is much better than close to the barn for many uses. Although this area would be out of sight from 84 it would be visible from within parts of the preserve.	Umm, where is "down slope"?? Unless LH07 proves viable (I retain some hope) the red barn site is almost certainly the only place with vehicle access to the central area. If this is a necessary entry, keep it minimal. See notes below.	Concentrating equestrian use here could help reduce need for equestrian vehicle access in the central area, but otherwise there's not much direct effect.

<p>Design elements to reflect the rural character of the site and the Red Barn</p>	<p>Not applicable, except as it reduces need for parking at central area. Of course any improvements at this site would affect the rural character here, but it seems to be tucked in a corner of the preserve.</p>	<p>Not applicable, except as it reduces need for parking at red barn area.</p>	<p>Improvements here would be mostly out of sight of the red barn and 84, so could preserve the character of the barn itself.</p>	<p>Ok, let's be honest: almost any construction in this area is going to damage its rural character. Best case, just stay out of the area.</p>	<p>It's a long way to the red barn, so it makes no difference.</p>
<p>Provide safe public access</p>	<p>Access here seems quite safe, although I'd like to hear from equestrians about towed vehicle safety. One-lane road is problematic now – but signalization to control one-way-at-a-time traffic is cheap and effective these days.</p>	<p>Same comments as existing lot – though extension of road would bring more preserve users in contact with traffic, which isn't good.</p>	<p>Access seems to necessarily be from 84 at the driveway location determined in the earlier studies, so doesn't differ from access to the red barn area itself – see comments next column.</p>	<p>I don't really see the big safety problem with the driveway location from past studies – for me, the scenic view & rural character issues are the problem. Safety would be improved by providing parking elsewhere for equestrians/large slow vehicles.</p>	<p>This site has its own vehicular access problems but, again, redirecting equestrian traffic from the central area would improve traffic situation at the red barn/84 driveway.</p>
<p>Balance public access with grazing activities and other uses</p>	<p>Seems to work well now, so don't see a problem.</p>	<p>Extension of the fencing along the road and around lots would make grazing access more difficult – and would do the same for hikers wanting to go from one side to the other.</p>	<p>This location would seem to work ok with public grazing. Presumably it would require fencing, but that does not seem insurmountable.</p>	<p>This area seems to be workable with grazing activities.</p>	<p>Couldn't tell from what we could see. Probably doesn't matter to the central area.</p>

<p>Include amenities that facilitate environmental education</p>	<p>Seems like a good place to do this – it’s easy to get to from 84 & fairly central to the preserve - but resulting increased traffic would probably make one-lane road widening necessary.</p>	<p>Environmental education that required structures and increased traffic would be better located at the perimeter of the preserve rather than inside it. If there’s a hike to the talk, it’s a nice place.</p>	<p>This seems like a good place for educational amenities – especially if it requires a structure. The existing house is nearly invisible so that bodes well for locating other buildings out of sight.</p>	<p>Surprisingly, the red barn area was awful for the little talk we had there – noisy and exposed to view and traffic - so it is a bad spot for open gatherings and visually a bad place to add facilities. Just stay away and let the bats enjoy the place!</p>	<p>This doesn’t seem like a likely spot for this use, considering concentrated equestrian use and location at an end of the preserve.</p>
<p>Protect scenic views of and from the site</p>	<p>This area is tucked away from the public, so is out of view by passersby. More parking/amenities would be visible from within the preserve, but it is at a fairly high point in that area, so is not too bad.</p>	<p>The flat area that is ideal for parking would also be visible from higher points within the preserve. It is out of sight from outside the preserve, but so is the existing area.</p>	<p>It is visible from within the preserve, but not from the 84 stretch, which provokes the most emotion. See notes in next column for driveway/84 appearance.</p>	<p>If this is the location necessitated by vehicle access, mitigate problems as well as possible - see notes below.</p>	<p>Changes here would have no effect on views of central area.</p>

Notes:

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- 1) Philosophical shift needed: Keep the red barn as a visual icon and hiking/pedestrian destination but not a center of activity for the preserve.
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- 2) There are three options, really: 1 – Do nothing - no access in central area; 2 – Find central area access away from barn; 3 – Provide access at red barn and mitigate damage as much as possible.
 - a) Doing nothing not attractive because three existing access points are too far for pedestrian/hiking access to central area (but probably ok for cyclists & equestrians.)
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Tina and Melissa: here's my observations from Saturday, Oct 19, 2019 Tour.

Andie Reed

La Honda Creek - Parking Feasibility Study, Site Tour #1, Oct 19,2019

Project Specific Site Assessment Criterion	Sears Ranch Rd Parking Area Expansion	Red Barn	Event Center
Establish new public access in the central portion of La Honda Creek Open Space Preserve	1. agricultural needs of lessee (cattle) add to the character and would be intruded by fencing out 1 mile into preserve past current parking lot for a further parking lot.	1. the parking area behind ranger's house is great; can't be seen by hwy 84	1. great location mainly because it is already "de-naturalized", that is, it is flat, paved, has buildings, not much to preserve.
Design elements to reflect the rural character of the site and the Red Barn	2. first mile of hike not boring (despite someone's observation)	2. could ranger's house be repurposed for bathrooms, bulletin boards, historical interpretation, visitor's center? Out of view is attractive.	2. the Event Center itself is not attractive, but could do with tables, benches, signage
Provide safe public access	3. add parking spaces to current & make room for equestrian uses would increase use to more activities	3. leave Red Barn with 50-foot buffer, add picnic tables and pond (?), benches, and signage leading to trailheads and other information	3. Definite improvement would be to allow hikers to go under tunnel to connect up with Harrington and Folger (and other) trails.
Balance public access with grazing activities and other uses	4. probably needs road improvements (very narrow from school to parking lot)	4. Red Barn's tourist attraction is visual; area around Barn could remain as-is.	4. Could be mostly aimed at equestrians; great accessibility.
	5. Easy, safe driving and parking access (see road comment above), bathroom important, needs trashcan.	5. Red Barn immediate area is noisy; let hikers start off from there, other visitors can rest or take short hikes; leave it fairly un-touched; parking out of view and no obvious amenities	5. Safety factor pulling off of hwy 84 would need to be addressed, but if it has been used as a rodeo site for all those years, it's worked before.
	6. adding more trailheads at sharp left turn one mile out; adding right, north turn into middle would increase use by long-hikers to Red Barn, other trails & shared with equestrians. Doesn't need much.	6. parking would be in-and-out; same access (no roadway in front of Red Barn)	6. Seems pretty well suited to parking and horses; access for long-hikers.
	7. Not all trails/roads/horse trails need to lead to the Red Barn; it can be one icon in the whole lovely ranch preserve.		

Summary: all three locations are prime spots for use to get access to the public, but not all three for all uses. Distinguish and promote which uses for which staging areas.

Goal: to expand public access where appropriate and ecologically and culturally sensitive; can't provide one area for all users in one place, but all can lead to middle area.



**La Honda Creek Parking Feasibility Study
Site Tour #1 – October 19, 2019
Project Goals and Objectives – Assessment of Tour Sites
Barbara Hooper**

Project Specific Site Assessment Criterion	Sears Ranch Road Parking Area- Expansion of Existing Lot	Sears Ranch Road - Former Residence Area (1 mile from existing lot)	Red Barn- Area Behind Ranger Residence	Red Barn- Area Down Slope from Red Barn	Event Center
Establish new public access in the central portion of La Honda Creek Open Space Preserve	This seems like a reasonable place to expand access to the central area. Perhaps equestrian, biking, and dog access could be added here in addition to the current hiking. Loop trails and trails towards the Red Barn and Upper LHC could provide additional options for visitors which would encourage people to visit more frequently and increase use in this under-utilized section of LHCOSP. Additionally, educational facilities could inform visitors about the history, geography, wildlife, and agricultural use in the site and region.	The comments included in the Expansion of the Existing Lot apply to this area as well. Additionally, this site would have closer access to the Red Barn.	The plot of land seems feasible for parking. However, ingress and egress from the area to and from Highway 84 would still be dangerous. This area may be an ideal site for permitted access and/or docent led activities.	As this area was observed from above, it is hard to understand how this could area be accessed. Also, there may be concerns about safe access from Highway 84.	Although this is located in the southern portion of LHCOSP, public access for hikers, cyclists, and dog walkers (in addition to the access already available to equestrians via a permit) in this site would allow visitors to enjoy the central portion as there are already trails from the Event Center that lead to the central area. Many people have wondered why this access is not available currently to hikers as there is a wonderful 4.6 mile loop trail here, and people could also hike to and from the Sears Ranch site.

<p>Design elements to reflect the rural character of the site and the Red Barn</p>	<p>The vistas here are spectacular and naturally reflect the rural character of the area. Information about the Red Barn could be provided here to encourage visitors to explore the trails towards the Red Barn.</p>	<p>The comments included in the Expansion of the Existing Lot apply to this area as well. Also, although cars would be driving further into the preserve than the current access parking, some of the areas we saw here for parking could be more hidden from public view.</p>	<p>This site could preserve the natural character of the region if constructed to blend with the current road-bed materials. The benefit of this location is that the Red Barn site and grazing can be observed without disrupting the historic scenic views in existence now.</p>	<p>Perhaps this site could be utilized for access. However, without actually walking on the proposed site, it's hard to say if it would preserve the rural character of the Red Barn site.</p>	<p>This site is beautiful as it stands now and reflects the rural character of the area. Information about the Red Barn could be provided here to encourage visitors to explore the trails towards the Red Barn.</p>
<p>Provide safe public access</p>	<p>Safe public access has already been proven at this site as it is located away from Highway 84 and is accessible via an intersection that has been established for many years. The posted speed limit on Highway 84 for entering La Honda is 35mph and there are stop signs at La Entrada Road and Sears Ranch Road as they intersect Highway 84. Low traffic speeds and notifications are posted going up to the Sears Ranch Road parking lot so that the public is aware that the La Honda Elementary School is nearby.</p>	<p>This area, too, would be safe as it is further away from Highway 84.</p>	<p>Safe public access may be an issue as traffic studies have included line of site concerns and vehicles exceeding the speed limit in this location. Additionally, as noted in the CHP Collision Data for Highway 84 – Enlargement A map, collisions have occurred at this entry/exit point LH06. Permit access and/or docent led hikes could potentially provide safe public access as there could be a limited number of visitors allowed per day (like the Allen Road access point). Visitors to the site could be given very specific guidelines about how to enter and leave the site, as well as warnings about traffic hazards.</p>	<p>The comments included in the Area Behind Ranger Residence apply to this area as well.</p>	<p>As this site was historically used for rodeo events, it would seem that safe public access could be feasible. There are entry points on the north and south side of Highway 84 so perhaps access and parking could be designed to safely utilize both areas. The tunnel could allow visitors to explore either side of the preserve. Access for more types of activities from this site could increase the use of LHCOSP and attract visitors from the Peninsula who are not familiar with the coastal trails and rural area.</p>

<p>Balance public access with grazing activities and other uses</p>	<p>Since the Sears Ranch Road parking was established when the LHCOSP was opened, the grazing activities and hiking paths have complemented each other. Hikers have been educated through MidPen brochures about not approaching the grazing cattle and how to proceed safely through the area. Other activities such as horseback riding, biking, and dog walking could be implemented here as well with proper guidelines for the public and/or various paths delineated for specific uses.</p>	<p>The comments included in the Expansion of the Existing Lot apply to this area as well. If the access road extended to more parking here, perhaps a hiking (equestrian, biking, and or dog walking) trail parallel to the access road could be established so as not to conflict with motor vehicles.</p>	<p>Grazing activities have been thriving here. Markegard belted cows are a beautiful site to see in front of the picturesque Red Barn. If the public had parking access at this point, perhaps they could observe the Red Barn and cows from afar and be given access to trails below the Red Barn and towards the upper portion of LHCOSP and in the heart of the central portion heading towards Sears Ranch Road.</p>	<p>Need to walk the actual site to make a comment. Not sure how this would affect current Markegard and/or other contract grazing.</p>	<p>Since the Event Center parking was established, it appears that the grazing activities and equestrian paths have complemented each other. Equestrian visitors have been educated through MidPen brochures about how to coexist with the grazing cattle and how to proceed safely through the area. Perhaps other activities such hiking, biking, and dog walking could be implemented here as well with proper guidelines for the public; various paths could be constructed and delineated for specific uses.</p>
<p>Include amenities that facilitate environmental education</p>	<p>This would be an excellent location for environmental education. Facilities like those at the Arastradero Preserve could be included. Additionally, the local Coastside schools (ie: La Honda Elementary, Pescadero Middle and High Schools, Cabrillo School District schools in Half Moon Bay) would have the opportunity to access and benefit from a preserve in their area.</p>	<p>The comments included in the Expansion of the Existing Lot apply to this area as well.</p>	<p>Educational facilities or informative signage could highlight the history of the area as long as it did not interfere with the Ranger Residence.</p>	<p>Need to walk the actual site to make a comment.</p>	<p>This could be an excellent location for environmental education. Facilities similar to those at the Arastradero Preserve could be constructed. Additionally, the local Coastside schools (ie: La Honda Elementary, Pescadero Middle and High Schools, Cabrillo School District schools in Half Moon Bay) would have the opportunity to access and benefit from a preserve in their area.</p>

Protect scenic views of and from the site	If the trails already planned by MidPen from this area towards the Red Barn are constructed, the public would be able to experience the Red Barn as the protected, historic, grazing site that it currently is and has been for years.	The comments included in the Expansion of the Existing Lot apply to this area as well. This location would be closer to the Red Barn and parking or educational facilities could be constructed to blend into the environment in contrast to the current parking area where the parking is located on top of a rise in the landscape.	Views from this site would be very attractive looking down towards the Red Barn, westward toward Sears Ranch Road, and in the direction of the Allen Road access point. Care should be taken to construct roads and parking of a substance other than asphalt to reflect the rural atmosphere.	Need to walk the actual site to make a comment.	Views from both sides of the Event Center site are desirable as Highway 84 is not visible. Hiking access from here would open additional trails for hikers who would be able to utilize a 2.2 round trip trail to see views of the coast (at the southern intersection of Folger Ranch Loop Trail and Harrington Creek Trail) or the 4.6 mile loop (from the Event Center, up Harrington Creek Trail and return on Folger Ranch Loop Trail back to Event Center). Currently, visitors need take a 6.4 mile round-trip hike from the Sears Ranch Road parking to see coastal views.
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Notes:

1. I'd be interested in learning more about the grassy area between Highway 84 and the Red Barn where a pond had been located in previous years. This could be an opportunity for historical and environmental education for the public.
2. Walking in front of the Red Barn was a very special experience and should be limited to docent-led groups so that it can continue to be a historic site reflecting the rural character of the region.
3. I was surprised about how much the traffic noise sound flowed into the area in front of the Red Barn when we walked there. That said, it would be nice for general public to be away from the traffic noise and the view of traffic so that they could have a more peaceful natural environment to enjoy when walking, biking, or horseback riding. This could be accomplished at the site behind the ranger residence.



La Honda Creek Parking Feasibility Study - Site Tour #1 – October 19, 2019 - Project Goals and Objectives – Assessment of Tour Sites

Curt Riffle - 10/29/19

Project Specific Site Assessment Criterion	Sears Ranch Road Parking Area- Expansion of Existing Lot	Sears Ranch Road -Former Residence Area (1 mile from existing lot)	Red Barn- Area Behind Ranger Residence	Red Barn- Area Down Slope from Red Barn	Event Center
Establish new public access in the central portion of La Honda Creek Open Space Preserve	Not close enough to true central area (this is considered in the southern portion); I believe this would be a 4.5-mile hike (one way) to the Red Barn area which is too long for most hikers. Great area to provide equestrian parking.	Closer to Red Barn area but still 3.5-mile hike (one way). I believe this is still too long for most hiker to access central and upper portion. Great area to provide equestrian parking.	Best location for access to central and upper portions of LHC OSP.	Best location for access to central and upper portions of LHC OSP.	Worst location. Too far south and west to allow access to central and northern sections.
Design elements to reflect the rural character of the site and the Red Barn	Not applicable	Not applicable	Excellent location to provide agricultural educational center at the Red Barn.	Somewhat concerned about the amount of grading required for access road and parking area	Not applicable
Provide safe public access	Very safe. Somewhat concerned about impact on school grounds.	Very safe. Somewhat concerned about impact on school grounds (visitors stopping at parking lot to use picnic tables, play structures, etc.)	Not as safe as other options and will require traffic engineering. I am open to the possibility that road safety could actually be <u>improved</u> with properly engineered warning signs, turning lane(s), etc.	Not as safe as other options and will require traffic engineering. I am open to the possibility that road safety could actually be <u>improved</u> with properly engineered warning signs, turning lane(s), etc.	Safe but not as safe as Sears Ranch Road
Balance public access with grazing activities and other uses	Would impact grazing activities since expansion would use more of the pasture area	Highly impact current grazing operation especially in a very productive pasture area.	Seems to be out of the current cow/calf pasture area. Driveway may impact corrals/loading infrastructure now at Red Barn.	Seems to be out of the current cow/calf pasture area. Driveway may impact corrals/loading infrastructure now at Red Barn.	Concern about how the site would keep hikers, MROSD maintenance, and agriculture/rodeo uses separate.
Include amenities that facilitate environmental education	Signage could be located here	Signage could be located here	Excellent opportunities for signage and displays in Red Barn area.	Excellent opportunities for signage and displays in Red Barn area.	Plenty of area for signage. In additional agriculture, could also display information about equestrian, rodeo, etc.
Protect scenic views of and from the site	Views are OK but not as scenic as by Red Barn area	Views are slightly better than Sears Road parking area, but still not as scenic as Red Barn area.	Excellent especially if parking is located away from immediate Red Barn area but still allowing pedestrian access.	Concerned that parking may be viewed from road and ruin view.	Not much in the way of scenic views from this site (worse actually).



La Honda Creek Parking Feasibility Study
Site Tour #1 – October 19, 2019
Project Goals and Objectives – Assessment of Tour Sites

Project Specific Site Assessment Criterion	Sears Ranch Road Parking Area- Expansion of Existing Lot	Sears Ranch Road - Former Residence Area (1 mile from existing lot)	Red Barn- Area Behind Ranger Residence	Red Barn- Area Down Slope from Red Barn	Event Center
Establish new public access in the central portion of La Honda Creek Open Space Preserve	Does not address this project goal.	Does not address this project goal.	Fulfills primary goal of central access.	Fulfills primary goal of central access.	Does not address this project goal. It does, however, seem like an good location for equestrian parking.
Design elements to reflect the rural character of the site and the Red Barn	Since the parking lot is already there, any expansion would need to be sensitive to what is already there.	I'm not sure it makes sense to go to the expense to create a public site 1 mile deep into the preserve when one already exists that could potentially be expanded.	Would help hide at least some of the parking from the roadway to preserve site lines and retain rural feeling of the site. Has potential as satellite parking reduce the # of parking spaces closer to the RB itself.	Depending on grading needs, this could be an ideal location to locate parking to preserve site lines. Those grading needs could be significant, however.	Not near the Bed Barn, but Driscoll Ranch has its own history and whatever Mid-Pen would do there would need to reflect that.
Provide safe public access	Does provide safe public access.	Does provide safe access.	I believe it's possible to achieve acceptably safe access to the area working with Caltrans to re-sign and re-stripe the roadway. I respect and defer to the expertise of the traffic surveys and Caltrans to determine what is considered to be safe.	I believe it's possible to achieve acceptably safe access to the area working with Caltrans to re-sign and re-stripe the roadway. I respect and defer to the expertise of the traffic surveys and Caltrans to determine what is considered to be safe.	It is a sharp right turn heading from the West, and a somewhat blind left turn heading from the East. Again, working with Caltrans, I feel it could be made acceptably safe.
Balance public access with grazing activities and other uses	Given that a parking lot exists there already, it seems like public access and grazing activities are already in balance. Any expansion may need to take into account existing grazing habits and be designed accordingly.	Challenges with potentially widening the road so that it's 2-way, pedestrians sharing road with vehicle traffic, and new fencing needed to protect cattle from vehicles (as well as overly curious Preserve visitors).	It seems like there are fewer grazing issues here given that the existing grazing operation has stated that smaller corrals in a different location would be acceptable. Given its proximity to the Red Barn, this location seems like a good fit for public access as	It seems like there are fewer grazing issues here given that the existing grazing operation has stated that smaller corrals in a different location would be acceptable. Given its proximity to the Red Barn, this location seems like a good fit for public access as	Would need to work with grazing operation to ensure whatever is developed here protects the existing grazing operation as it seems more extensive than the other sites.

			well. Equestrian parking access has been deemed unsafe given the traffic and having horse trailers trying to turn in and out onto Hwy 84.	well. Equestrian parking access has been deemed unsafe given the traffic and having horse trailers trying to turn in and out onto Hwy 84.	
Include amenities that facilitate environmental education	What does Mid-Pen hope to have in terms of education? Instructional signage located around the parking area? Anything more substantial would necessitate building additional structures.	What does Mid-Pen hope to have in terms of education? Instructional signage located around the parking area or by the roadway that people would be walking along?	There seems to be more room here to incorporate educational design elements. It would depend on what Mid-Pen has in mind, but it feels like there is certainly room to include educational elements.	There seems to be more room here to incorporate educational design elements. It would depend on what Mid-Pen has in mind, but it feels like there is certainly room to include educational elements.	Lots of room to incorporate educational elements here.
Protect scenic views of and from the site	Since the structures already exist, this doesn't seem to be an issue	Anything erected here would change the existing landscape and alter scenic views. Any construction here would need to be carefully designed to protect and preserve the remote feeling of the site.	The Red Barn is an icon in the area, and I appreciate the desire to protect the area around it. Given Mid-Pen's mission (using taxpayer dollars) I feel the development of this site (if it is the agreed upon solution) can be handled in a sensitive manner that will respect and showcase the importance of the area.	The Red Barn is an icon in the area, and I appreciate the desire to protect the area around it. Given Mid-Pen's mission (using taxpayer dollars) I feel the development of this site (if it is the agreed upon solution) can be handled in a sensitive manner that will respect and showcase the importance of the area.	Given how the site is lower than the roadbed, no site lines would be impacted.

Notes: When the board determined "central access" as a priority, how did the Board define "central" in this instance? Some WG members have differing definitions of "central".

Our job as WG members job is not to redefine the Board's designation of project goals and priorities.

There has been discussion about parsing out various functions to various sites, i.e. equestrians at the event center, more parking at Sears Ranch Road, etc.. I think this makes sense, but none of that addresses the goal of central access to the Preserve. It's too far to assume folks will hike from the event center up to the RB (~9miles) or even from Sears Ranch Road (~4 miles). That's not really access in the spirit of the word.

I understand the concerns about traffic in the area, but I believe Mid-Pen has done its due diligence to study the traffic and will work to make the site acceptably safe given the primary goal of opening up central access.

La Honda Creek Parking Feasibility Study

Site Tour #1 - October 19, 2019

Assessment of tour sites

Notes: Karl Lusebrink

Project Specific Site Assessment Criterion	Sears Ranch Rd. Parking Expansion	Red Barn	Event Center
Establish new public access in central LHCOSP	Can modestly expand parking, but not entirely meet expected central preserve demand.	Can slope change at proposed driveway be accomplished to handle turn radius of bus-length vehicles without invading the wetland/meadow, with the access road running close to the embankment, out of sight of the highway? Alternative access via easement agreement with neighbor.	Distant from central preserve. Initially steep grade. Public education center may fit here.
Design elements reflect rural character of site	Simple, uncontroversial design with room to expand a little.	Simple parking near residence would need no extra design or disguise. Parking in small (20 car?) nodes instead of all at one large lot. Handicap accessible behind corral and trees, near auxiliary building. Alternative, limit access to permit only, like Allen Rd.	Maintain availability of rodeo/training facilities.
Provide safe public access	Gate area with low road noise feels tranquil and safe. Fenced areas and pasture rotation separate visitors from stressful cattle lifecycle activities (breeding, calving, round-up).	Alternative entry/exit might use negotiated easement with Glass Ranch, driveway to North, at pullout beyond Old LH Rd., with a short connecting road to the residence area. Speeders pass on straight road sections.	Explore skylight shafts in road easement to light the tunnel.
Balance access with grazing and other uses	Inform public about essential role of grazing in fire fuel management. Compatibility of cattle with wildlife.	Ensure working corrals moved to behind barn do not impact Weeks Creek water quality. Keep cattle out, allow wildlife corridor along creek.	Explore making round-up corral-to-truck activity public educational event. Humane ranch meat source, vs. polluting factory farms.
Amenities for environmental education	Signs about fuel mgmt. and calving in nearby pasture. Implications for visitors of trails being working ranch roads.	Maternity roost of pallid bats deserve isolation from human noise and activity. Greater than 50 ft. buffer. Interpretive and other facilities away from barn.	Emphasize equestrian culture, rodeo history, grass-fed cattle, compatible with wildlife habitat.
Protect scenic views of and from the site	Current parking done well! Don't over-do expansion.	Parking and access roads out of view from roadway. Trails from parking to barn vicinity.	Plenty of parking. Well situated below road, near agricultural land use.



**La Honda Creek Parking Feasibility Study
Site Tour #1 – October 19, 2019
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Project Specific Site Assessment Criterion	Sears Ranch Road Parking Area- Expansion of Existing Lot	Sears Ranch Road - Former Residence Area (1 mile from existing lot)	Red Barn- Area Behind Ranger Residence	Red Barn- Area Down Slope from Red Barn	Event Center
Establish new public access in the central portion of La Honda Creek Open Space Preserve	There is plenty of room here to expand the existing parking lot, the land is nearly flat and such an expansion would not be seen from La Honda or Hwy 84.	Establishing a new parking lot here is very feasible -- there are several nearly flat areas and one would be nearly out of sight of hikers. May need to put in an additional fence along the road.	Possible, but not ideal. I'm not certain it would be invisible to passers-by on Hwy 84. I would have to see a schematic of it to know.	The worst possible solution as it would destroy the aesthetic appeal of the Red Barn. Not sure why the Red Barn is considered "central" to the Preserve.	Not nearly as 'central' to the Preserve and access is a little steep. Also, use of the tunnel would have to be modified to safely accommodate hikers, etc.
Design elements to reflect the rural character of the site and the Red Barn			I would need to see schematic and artist depictions to be able to render a judgement on this alternative	I have yet to see a design from Mid Pen that preserves the rural character of the Red Barn area	
Provide safe public access	Excellent public access to Sears Ranch Road from Hwy 84. The Road is already well used and is wide, with a broad turning area and provides good sight lines along the highway.	Excellent public access to Sears Ranch Road from Hwy 84. it is already a well used road, and is wide and provides good sight lines.	There is <u>no safe way</u> to enter the Red Barn area from Hwy 84. Especially hazardous for larger vehicles, multiple vehicles.	This proposal is a non-starter in terms of safe public access. No amount of feasible highway modification could render this area safe for an entrance or exit to the Red Barn area.	Ingress and egress from the Driscoll driveway provides a better sight line than the Red Barn, but that straightaway is also a popular passing area for cars & motorcycles, so a little dangerous.

Balance public access with grazing activities and other uses	Yes, this can be done and is already being done	Yes, this can be done and is already being done	Likely to be possible, I don't know enough from our site tour to know	Likely to be possible, I don't know enough from our site tour to know	Use of the tunnel by multiple parties, including cattle, cyclists, hikers and equestrians would be problematic and need to be substantially modified.
Include amenities that facilitate environmental education	Yes, this can be done and is already being done	Yes, this can be done and is already being done	Not likely, amenities would have to be built and should only be considered if they are completely invisible to passers-by on Hwy 84	No, any amenities built in this area would be vehemently opposed by too many visitors and locals to make this a feasible proposition	Yes, this can be done and is already being done
Protect scenic views of and from the site	Excellent possibility of protecting views as the existing parking lot etc are already unseen from La Honda or Hwy 84.	Also an excellent option.	Small possibility that this could preserve the scenic view but impossible to know without seeing an artist's rendering first	This option would completely destroy the scenic views of the site.	Yes, scenic views could be maintained as much of it is already below the road level.

Notes: It is very unclear to me what is meant by MidPen staff when they speak of the Red Barn being “central” to the Preserve and there appears to be some considerable difference in perspective between local residents and MidPen staff as to what constitutes the “central” part of the Preserve. To local residents, including those of us who work in and around these hills every day, it is not just mileage but access and local history that make the Sears Ranch Road area feel much more central than the Red Barn. It seems to me that this will be a critical component of our considerations of the options to provide access to the “central” part of the Reserve.

With respect to the Red Barn, I was surprised at how visible and noisy the constant motorcycle and car traffic on Hwy 84 is when you are actually standing at the Red Barn. It is not very peaceful and I would be reluctant to picnic there if I wanted to have a quiet respite in the country.

On the other hand, Sears Ranch Road is very quiet and peaceful. You hear absolutely no noise but the sounds of nature and it feels wonderfully remote, even though you are just 3 minutes from busy Hwy 84. The views are incredible from that site. Another bonus for the Sears Ranch Road is that you are very near the La Honda Store where you can buy food and drink for picnics.

Lastly, I would note that since the public learned of this Site Tour, I have heard considerable surprise and deep dismay that the Red Barn was on our Tour as residents thought that this option was “off the table”. We will have to contend with ongoing and vigorous local opposition to having the Red Barn still in consideration.



Midpeninsula Regional
Open Space District

Melany Moore

AS ALICES
① 40 MPH

① 30 MPH

① 25 MPH
CURVE

Highway
84

Melany Moore

La Honda Creek Parking Feasibility Study
Site Tour #1 – October 19, 2019
Project Goals and Objectives – Assessment of Tour Sites

DRISKOW RANCH

Project Specific Site Assessment Criterion	Sears Ranch Road Parking Area Expansion ^{ORIGIN} 2017	Red Barn	Event Center
Establish new public access in the central portion of La Honda Creek Open Space Preserve	↓ [ⓐ] 25 NO EXISTING EQUESTRIAN PARKING SMALL PARKING LOT ⓐ 25 SPACES NOW	• ABOVE RED BARN • NEAR RANGER RESIDENCE ↓	CANT SEE RED BARN HERE FLAT GROUND FOR PARKING STILL GRAZED / ROPING ARENA
Design elements to reflect the rural character of the site and the Red Barn	↑ CANT SEE RED BARN FROM HERE	↑ GORGEOUS VISTAS OF GRASSLAND / REDWOODS	CANT SEE RED BARN FROM HERE
Provide safe public access	* ↑ [ⓐ] YES - VERY SAFE ACCESS	↓ SAME DRIVEWAY ENTRANCE OFF [ⓐ] 84 NOT SAFE ACCESS	* ↑ YES! NOT IN SITE MASTER PLAN. PROPERTY ACQUIRED AT END OF LH. MASTER PLAN
Balance public access with grazing activities and other uses	* ↑ NICE TO SEE CALVING GROUNDS SO CLOSE! AGRICULTURAL HISTORY	↓	* ONLY EQUESTRIAN PARKING NOW HISTORICAL USES: RODEO, TRAIL PATROL TRAINING TUNNEL - STILL USED FOR CATTLE TO UNDERCROSS

RED BARN

Include amenities that facilitate environmental education	↑ LOSS OF SPACE FOR AMENITIES / <u>EDUCATION</u>	↑ PAVED BATS MATERNITY ROOST 50' PROTECTIVE ZONE "WET AREA" HISTORICAL POND = 1/2 FILLED	↑ LOSS OF SPACE FOR AMENITIES
Protect scenic views of and from the site	* BEAUTIFUL VIEWS	↓ ↓ SHOULD PROTECT CORRALS & BARN	↑ BEAUTIFUL VIEWS ↑ AGRICULTURAL HISTORY VERY RICH!

Notes:

RED BARN "POND" 1/2 FILLED PRIOR TO MUDPEN PURCHASE. MUDPEN WOULD NEED TO CONSULT

ARMY CORP OF ENGINEERS. BAT COLONY

IDEALLY WANTS ↑ EQUESTRIAN PARKING

LHO 7 = GATE OFF (84) = TRAFFIC STUDY @ 1 YEAR'S WON'T GIVE FEEDBACK, UNLESS SOMETHING IS SUBMITTED 7/11/20

WHY IS DISCOLL RANCH ONLY EQUESTRIAN PARKING? SERVES AS GRADING OPERATORS LOADING 7/11/20



**La Honda Creek Parking Feasibility Study
Site Tour #1 – October 19, 2019
Project Goals and Objectives – Assessment of Tour Sites**

Project Specific Site Assessment Criterion	Sears Ranch Road Parking Area- Expansion of Existing Lot	Sears Ranch Road - Former Residence Area (1 mile from existing lot)	Red Barn- Area Behind Ranger Residence	Red Barn- Area Down Slope from Red Barn	Event Center
<p>Establish new public access in the central portion of La Honda Creek Open Space Preserve</p>	<p>Very long hike to reach central area of preserve and Red Barn - does not seem to meet goals. Only equestrians and cyclists, who can more quickly cover the distance, would really consider this site to be a substitute for a staging area in the central preserve.</p> <p>Right now, the demand for an expanded parking lot is just not there – it would need to be tied to additional trail access options.</p>	<p>Very long hike to reach central area of preserve and Red Barn - does not seem to meet goals. Only equestrians and cyclists, who can more quickly cover the distance, would really consider this site to be a substitute for a staging area in the central preserve.</p> <p>Right now, the demand for an expanded parking lot is just not there – it would need to be tied to additional trail access options.</p> <p>The cattle corral (see Site Tour #2 notes) seems to be a better site than the former residence area since the grades are more level.</p>	<p>This general location is superior in terms of developing a staging area and beginning trails in the central preserve. I believe that visitors will strongly desire to get up close to the Red Barn and travel to see La Honda Creek.</p> <p>Red Barn area has great potential for a regional trail (Ridge Trail) staging area and crossing. Has a direct connection to Highway 84 which reduces neighborhood traffic concerns and makes it more easily accessible to those unfamiliar with the area.</p>	<p>This general location is superior in terms of developing a staging area and beginning trails in the central preserve. I believe that visitors will strongly desire to get up close to the Red Barn and travel to see La Honda Creek.</p> <p>Red Barn area has great potential for a regional trail (Ridge Trail) staging area and crossing. Has a direct connection to Highway 84 which reduces neighborhood traffic concerns and makes it more easily accessible to those unfamiliar with the area.</p>	<p>Extremely long hike to reach central area of preserve and Red Barn - does not seem to meet goals at all.</p> <p>That said, this site is a great staging site for the Driscoll Ranch part of the preserve, and when new trail options open, it would make sense to consider this for more than equestrian use. Suggest amending the master plan to include consideration for Event Center (and Driscoll Orchards) uses.</p>
<p>Design elements to reflect the rural character of the site and the Red Barn</p>	<p>Fairly open and visible from surrounding area. Additional large paved area would be somewhat intrusive and not in keeping with rural character. Any way to do a gravel paved lot expansion, especially since that is better for horses? May be a good place to add some oak trees for screening.</p>	<p>Lengthy paved road and paved parking area is not in keeping with rural character. Any way to do a gravel road and lot, especially since that is better for horses?</p>	<p>Shifts the parking away from the “sacred” space in front of the Red Barn, thus keeping that area open and rural.</p> <p>This site is well screened with vegetation and not particularly visible from Hwy 84.</p>	<p>Previous design for access driveway and parking area intruded on “sacred” space in front of Red Barn. Quite visible from Highway 84, not sure it meets Midpen’s sense of low-intensity development.</p> <p>Would downsizing and scaling back previous plan accomplish anything?</p>	<p>Existing facility development fairly elaborate and the addition of a paved area would not detract further from the rural character of the area.</p> <p>Given the parcel size, there may be an issue with County density credits; density study needed. In Hwy 84 Scenic Corridor, so no density transfer allowed.</p>

Project Specific Site Assessment Criterion	Sears Ranch Road Parking Area- Expansion of Existing Lot	Sears Ranch Road - Former Residence Area (1 mile from existing lot)	Red Barn- Area Behind Ranger Residence	Red Barn- Area Down Slope from Red Barn	Event Center
Provide safe public access	Away from high speed traffic.	Away from high speed traffic.	<p>Staging area would be away from high speed traffic.</p> <p>Currently traffic on 84 appears to be going about 40-45 mph at this corner; some are faster, especially motorcycles. Would need <u>effective</u> traffic calming measures.</p> <p>Driveway alignment and turning movements here are really this biggest issue. Is another alignment feasible? Note that the historic route of La Honda Road went right by the Barn (these unpaved roads are still in use).May want to explore limiting turn movements from 84 to right in/out. What about a roundabout?</p>	<p>Staging area would be away from high speed traffic.</p> <p>Currently traffic on 84 appears to be going about 40-45 mph at this corner; some are faster, especially motorcycles. Would need <u>effective</u> traffic calming measures.</p> <p>Driveway alignment and turning movements here are really this biggest issue. Is another alignment feasible? Note that the historic route of La Honda Road went right by the Barn (these unpaved roads are still in use).May want to explore limiting turn movements from 84 to right in/out. What about a roundabout?</p>	<p>Staging area would be away from high speed traffic. May need to assess left turn movements into driveway. Turn pocket needed?</p> <p>The tunnel creates excellent trail access across Hwy 84.</p>
Balance public access with grazing activities and other uses	<p>Expanded staging in this area would reduce available pasture and add more car trips to Sears Ranch Road. Would this increase conflicts with school and nearby residents?</p> <p>Roadway past school would probably have to be widened. Is this section publicly maintained or would Midpen have to assume responsibility for that? Adds to construction and maintenance costs.</p> <p>Development as a staging area would result in loss of grazing pasture, but this site is at least along the pasture edge.</p>	<p>Expanded staging in this area would reduce available pasture and add more car trips to Sears Ranch Road. Would this increase conflicts with school and nearby residents?</p> <p>Roadway past school would probably have to be widened. Is this section publicly maintained or would Midpen have to assume responsibility for that? Adds a mile of new road beyond the existing staging area, which substantially increases to construction and maintenance costs.</p> <p>Would result in a loss of grazing pasture as well as inhibiting the tenant's ability to move their cattle freely. Roadway would need</p>	One nearby ranger residence, but superior in terms of minimal conflicts with existing uses.	One nearby ranger residence, but superior in terms of minimal conflicts with existing uses.	A few nearby private residences, but superior in terms of minimal conflicts with existing uses.

Project Specific Site Assessment Criterion	Sears Ranch Road Parking Area- Expansion of Existing Lot	Sears Ranch Road - Former Residence Area (1 mile from existing lot)	Red Barn- Area Behind Ranger Residence	Red Barn- Area Down Slope from Red Barn	Event Center
		to fence cattle out and accommodate several cattle crossing gates. Not ideal.			
Include amenities that facilitate environmental education	Immediate vicinity of site is not particularly compelling but if loop over to Sears Ranch ponds were added, this might open up interpretive opportunities.	Immediate vicinity of site is not particularly compelling but if loop over to Sears Ranch ponds were added, this might open up interpretive opportunities.	Offers opportunity to add short interpretive loop touching on the of Red Barn, grazing, bats, regional trails, and explaining the importance of La Honda Creek to steelhead.	Offers opportunity to add short interpretive loop touching on the of Red Barn, grazing, bats, regional trails, and explaining the importance of La Honda Creek to steelhead.	Immediate vicinity of site is not particularly compelling but if loop over to White Barn were emphasized, this might open up interpretive opportunities. Near former La Honda Oil Fields.
Protect scenic views of and from the site	Fairly visible from surrounding preserve – at some point a large staging area becomes out of scale for the rural setting.	Fairly well screened from surrounding preserve. Adds an intrusive element to an otherwise rural, open setting, but at least this site was previously developed with a residence and kennel.	Lots of existing screening. Driveway as shown on previous plans was visually intrusive. Is another alignment feasible?	Driveway as shown on previous plans was visually intrusive. Is another alignment feasible?	Existing facility development fairly elaborate and the addition of a paved area would not detract further from the views of and from the site.

Notes:

I think we should not give up on safe access from Highway 84. Not that different from Highway 35 (Skyline Boulevard) and worth it in the long run to access regional recreational resources from a major road. I can think of at least thirteen other staging areas that directly access State highways (84, 35 and 9). I would like to learn more about potential traffic calming measures to explore – flashing caution lights, rumble strips, enforcement – what is the best thinking about how to consistently and effectively slow drivers down?

I suggest we start engaging with CalTrans starting now. Is there any way to invite a representative to the PAWG meetings? (Note that a CalTrans representative has been attending the Hwy 17 Crossing public meetings and is also involved in POST’s Cloverdale bluff trail planning efforts)



**La Honda Creek Parking Feasibility Study
Site Tour #1 – October 19, 2019
Project Goals and Objectives – Assessment of Tour Sites**

Project Specific Site Assessment Criterion	Sears Ranch Road Parking Area- Expansion of Existing Lot	Sears Ranch Road - Former Residence Area (1 mile from existing lot)	Red Barn- Area Behind Ranger Residence	Red Barn- Area Down Slope from Red Barn	Event Center
Establish new public access in the central portion of La Honda Creek Open Space Preserve	I would support expanding the existing parking lot, but this is NOT what I would consider the central portion of the open space even if the largest part of the open space is much lower.	The costs and impacts of fencing and widening the entire road would not be worth the expenditure necessary to develop a lot here, nor does the gain of one mile ease access very much.	I find this a very attractive alternative to parking around the Red Barn. It needs to be studied. I would prioritize a parking area here. The open space needs a lot in this central area of La Honda Preserve.	This area is too close to the Red Barn and a large parking lot with amenities would negatively impact the scenic value of the area.	This area is my least favorite, I have not hiked here, however, and at first glance it does not look inviting nor does it provide access to the central portion of the open space.
Design elements to reflect the rural character of the site and the Red Barn	No impact	No impact	This seems to be far enough away to avoid negative impact while allowing access. Limited impact.	Down slope would be visible from the Red Barn area and improvements should be minimal.	No impact
Provide safe public access	This lot provides safe access but would not allow most hikers access to the “middle” of the park.	This lot provides safe access but the middle of the open space as designated by staff would still not be accessible to most hikers.	I would rely on CA Highway studies re safe access to a parking lot here that could facilitate access to hiking trails downhill to Sears Ranch and uphill to Allen Road accesses.	I would rely on CA Highway studies re safe access to a parking lot here that could facilitate access to hiking trails downhill to Sears Ranch and uphill to Allen Road accesses.	This looks safe for parking and hikers if parking were available on both sides of the road and the tunnel was deemed safe.
Balance public access with grazing activities and other uses	I have no clue about the impact increasing public access would have on the current operation.	Major impact on current operation with limited improvement of accessibility.	Some impact on current operation and ranger housing.	I don’t know about current activities there but a short granite loop trail in this area with limited handicapped parking spaces would provide handicapped access.	Making this area accessible looks like it would have little or no impact on the current activities.

Include amenities that facilitate environmental education	Some educational signs could be displayed.	Buildings and signs could be built here.	A parking area here would provide some great views and might allow space for historical ranching signage and pit toilets.	Amenities that facilitate environmental education could be included here.	Amenities that facilitate environmental education including a visitor center could be provided here.
Protect scenic views of and from the site	Plenty of views available here.	Views are big enough here that a visitor center would not detract.	I would like to visit the site with some vehicles parked here or sticks with tape to represent vehicles and an out building.	Minimal development would protect views.	I didn't see any scenic views here.

Notes:

Traffic through La Honda and past the school to Sears Ranch will be somewhat reduced since drivers from the Bay Area will not need to drive as far to have access to the open space and will not need to drive through La Honda to Sam McDonald, Memorial Park or Pescadero Creek to hike among trees.



Midpeninsula Regional
Open Space District

Art Heinrich

**La Honda Creek Parking Feasibility Study
Site Tour #2 – November 16, 2019
Project Goals and Objectives – Assessment of Tour Sites
COMMENTS BY ART H.**

Project Specific Site Assessment Criterion	Preserve Gate LH07	Sears Ranch Road Parking Area – Site West of Existing Parking Area	Sears Ranch Road – Cattle Corral – Former Residence Area (1 mile from existing lot)
Establish new public access in the central portion of La Honda Creek Open Space Preserve	A very promising location! It's a bit south of the red barn but still provides access to the central area. The flat-ish area is larger than I anticipated. But...the area is within a "sensitive natural resource area" per the Natural Resources Considerations map provided to us.	Use of this location doesn't establish access to the central portion of the preserve.	Use of this location doesn't establish access to the central portion of the preserve.
Design elements to reflect the rural character of the site and the Red Barn	This location is visually separated from the red barn, so visual impact there is minimized by its use – as a primary or secondary parking area.	Not applicable except as it reduces need for parking or educational function at red barn area.	Not applicable except as it reduces need for parking or educational function at red barn area.
Provide safe public access	Wide highway ROW could allow improvements in sight lines on 84, and an "uphill" entry location seems better than what was analyzed in traffic study.	As in expansion of existing Sears Ranch parking area, access from/to 84 is quite safe here. Existing single-lane road will need widening.	As in expansion of existing Sears Ranch parking area, access from/to 84 is quite safe here. Existing single-lane road will need widening, though. Extension of road would potentially create more pedestrian conflicts within preserve.

<p>Balance public access with grazing activities and other uses</p>	<p>Use of this location wouldn't seem to affect grazing. It is outside active grazing lease area per map provided to us.</p>	<p>Grazing area would be reduced, but it would basically be a larger expansion of the existing parking lot. Not really an issue.</p>	<p>Grazing access would be more difficult with extended road to lot within preserve.</p>
<p>Include amenities that facilitate environmental education</p>	<p>Probably not a good location for education facility. That would increase traffic off 84 and the space would be better used for parking away from the red barn.</p>	<p>Same as existing parking area: seems like a good place for this function: safe vehicular access, expandable parking, screened from neighbors...</p>	<p>Assuming parking is developed here, it's a beautiful place for an educational facility. It would draw more traffic into the central of the preserve, though.</p>
<p>Protect scenic views of and from the site</p>	<p>Use of the site could avoid parking close to red barn, which is an important scenic icon. Improvements here could be visually screened from 84 with some natural landscaping.</p>	<p>Same as expansion of existing lot, really.</p>	<p>Contrary to my previous comments upon closer examination, this area is pretty well screened from outside and within much of the preserve.</p>

Notes:

2) Ok, there's a fourth option: 4 – Combine 2 and 3: provide access and some functions at red barn and distribute others to other sites.



La Honda Creek Parking Feasibility Study
Site Tour #2 – November 16, 2019
Project Goals and Objectives – Assessment of Tour Sites

Andie Reed

Project Specific Site Assessment Criterion	Preserve Gate LH07 (West Access Gate)	Sears Ranch Road Parking Area – Site West of Existing Parking Area	Sears Ranch Road – Cattle Corral – Former Residence Area (1 mile from existing lot)
Establish new public access in the central portion of La Honda Creek Open Space Preserve	Provides good mid-preserve access; trails could go north to Red Barn and/or south to Sears Ranch area. There appeared to be potential access to flat area beyond the fence and eucalyptus (north of currently useable gate) that could be a parking lot. Worth studying further for a likely access point to mid-area (along with a hidden parking area outside of Red Barn itself, but not circulating in front of Barn). Two options for central access.	Great flat space, accessible from existing parking lot: <ul style="list-style-type: none"> - Would detrimentally impact views that are currently culturally agriculture and grazing, farm buildings and pond - Would require extensive fencing Does not achieve accessibility into “purple” central area of the LHC preserve. Satisfies allowing more people into lower LHC.	It seems inconsistent with the goal of preserving the natural state of the open space to put a parking lot in what amounts to the interior of the Harrington trail. The fencing requirements work against the free flow of the ranchers’ cattle. Seems too intrusive. If a short hike is desired, then hike from the existing parking lot to this site (1 mi) or hike another on Harrington trail .7 mi down to the creek. Nice hikes.
Design elements to reflect the rural character of the site and the Red Barn	Would reduce impact to Red Barn area; signage at Red Barn would direct overflow to LH07. Limited number of autos can park either place. Would allow hiking access to view Red Barn as a destination, where there could be educational boards and perhaps water and facilities (behind current ranger house or below Barn, not viewable from 84).	Of the goals of the PAWG, the larger goal of public access to the central area of La Honda Creek preserve does not get addressed in the two Sears Ranch parking area proposals.	This parking area does not increase accessibility to Red Barn.
Provide safe public access	Need further study of pull-off from 84, is sight distance sufficient to not reduce traffic too suddenly? Looks like a sufficient distance to slow down and pull off west-bound Hwy 84, and then access to more space for parking, widening out from current . Needs signage to warn of upcoming parking area and to discourage roadside parking. Traffic study (Hexagon 2007) suggests pocket turn lanes could be achieved.	Sears Ranch Road is the safest access to LHC preserve. The current parking lot is often unfilled, but presumably once the whole preserve is trailed and opened, there would be more traffic to this access point.	See column to the left of this one. We would be making open land safe for cars but less useable for ranching and views.

<p>Balance public access with grazing activities and other uses</p>	<p>Currently there is no grazing in this area. Need to study access to creek and how to get hikers across. No apparent current historic loss to putting parking here, and the bulk of it would be hidden from the highway.</p>	<p>It appears that any further intrusion into this open area would impact grazing (fencing, noise and fumes from cars). It would seem in both of these Sears Ranch proposals that a lot of paving construction for parking would negatively change the rural character and scenic views.</p>	<p>See column to the left of this one. It would seem we'd lose sight of many other goals in order to satisfy the goal to accommodate more cars so that more of the public can access the La Honda Creek lower preserve.</p>
<p>Include amenities that facilitate environmental education</p>	<p>LH07 would seem to be suited to parking and trailhead access only. Signage would be important for users to identify where other access points to trails, and equestrian amenities, bathrooms and educational interpretive centers would be located. Not all amenities need to be in one area.</p>	<p>The current signage at the existing parking lot is helpful. There could be more boards with historical information or habitat info. The bathrooms are very important to the comfort of users of the hiking areas.</p>	<p>Current amenities are helpful. This could be a location for further educational and interpretation, although just below Red Barn, accessible from the ranger's house or hiking there from LH07 (or Sears Ranch) is an option.</p>
<p>Protect scenic views of and from the site</p>	<p>It would be good to keep the parking area as much as possible lined with trees and bushes, in concert with the current highway scenic vistas.</p>	<p>If there had to be an increase in parking in this area, then 2A is better than 2B, as those arriving already are used to seeing a parking lot, cement and curbs, bathroom and fencing. However, enlarging the parking using 2A detracts from the current views. Further study might reveal whether current parking lot could be made larger in existing location?</p>	<p>This would be expanding human intrusion into nature without satisfying access to the purple section and without assurance that it will be used. How does MidPen determine potential popularity of newly opened preserve trails?</p>

Notes:

Thanks, Melissa and Tina, this format is very helpful to keeping in mind PAWG goals at the same time we are increasing our familiarity with the access points to the beautiful open space and how the impacts can be mitigated.



**La Honda Creek Parking Feasibility Study
Site Tour #2 – November 16, 2019
Project Goals and Objectives – Assessment of Tour Sites
Barbara Hooper**

Project Specific Site Assessment Criterion	Preserve Gate LH07	Sears Ranch Road Parking Area – Site West of Existing Parking Area	Sears Ranch Road – Cattle Corral – Former Residence Area (1 mile from existing lot)
Establish new public access in the central portion of La Honda Creek Open Space Preserve	The plot of land seems feasible for some parking. However, ingress and egress from the area to and from Highway 84 would be dangerous. This area may be a good site for permitted access and/or docent led activities.	This seems like natural place to expand access towards the central area. Perhaps equestrian, biking, and dog access could be added here in addition to the current hiking. Equestrian parking could be located at this site while the current lot could be used by hikers. Loop trails and trails towards the Red Barn and Upper LHC could provide additional options for visitors which would encourage people to visit more frequently and increase use in this under-utilized section of LHCOSP. Additionally, educational facilities located here could inform visitors about the history, geography, wildlife, and agricultural use in the site and region.	This location would expand visitor access closer to the central area. Equestrian and visitor parking could be located here and somewhat hidden from view. The other comments included in the Site West of Existing Lot apply to this area as well.
Design elements to reflect the rural character of the site and the Red Barn	This site could preserve the natural character of the region if parking was not visible from Highway 84. The benefit of the location is that it is in the central part of the preserve. Visitors could hike from here to view the Red Barn area and the existing Red Barn historic scenic views would not be disturbed.	The vistas here are spectacular and naturally reflect the rural character of the area. Information about the local history, agricultural uses, and the Red Barn could be provided here to encourage visitors to explore the central and northern areas of the preserve.	The comments included in Sears Ranch Road Parking Area apply to this area as well.
Provide safe public access	Safe public access may be an issue. As noted in the CHP Collision Data for Highway 84 – Enlargement A map, collisions have occurred near this entry/exit point. As mentioned in the Hexagon Transportation Consultants, Inc. - April 26, 2007 report, the ingress/egress at LH07 may not meet Caltrans’ minimum line of site requirement. Permit only access and/or docent led hikes could potentially provide safe public access as there could be a limited number of visitors allowed per day (like the Allen Road access point). Visitors to	Safe public access has already been proven at this site as it is located away from Highway 84 and is accessible via an intersection that has been established for many years. The posted speed limit on Highway 84 for entering La Honda is 35mph and there are stop signs at La Entrada Road and Sears Ranch Road as they intersect Highway 84. Low traffic speeds and notifications are posted going up to the Sears Ranch Road parking lot so that the public is aware that the La Honda Elementary School is nearby.	The comments included in Sears Ranch Road Parking Area apply to this area as well.

	the site could be given very specific guidelines about how to enter and leave the site, as well as warnings about traffic hazards.		
Balance public access with grazing activities and other uses	It seems like hiking and/or cycling from this site could be designed as to not interfere with grazing.	Since the Sears Ranch Road parking was established when the LHCOSP was opened, the grazing activities and hiking paths have complemented each other. Hikers have been educated through MidPen brochures about not approaching the grazing cattle and how to proceed safely through the area. Other activities such as horseback riding, biking, and dog walking could be implemented here as well with proper guidelines for the public and/or various paths delineated for specific uses.	The comments included in Sears Ranch Road Parking Area apply to this area as well. If the access road extended to a parking area here, perhaps a hiking (equestrian, biking, and or dog walking) trail parallel to the access road could be established so as not to conflict with motor vehicles. Also, grazing areas may need to be adjusted if parking is at this location.
Include amenities that facilitate environmental education	Informative signage could highlight environmental aspects and history of the area.	This would be an excellent location for environmental education. Facilities like those at the Arastradero Preserve could be included. Additionally, the local Coastside schools (ie: La Honda Elementary, Pescadero Middle and High Schools, Cabrillo School District schools in Half Moon Bay) would have the opportunity to access and benefit from a preserve in their area.	The comments included in Sears Ranch Road Parking Area apply to this area as well. This could be a location for environmental education.
Protect scenic views of and from the site	Views from this site would be very attractive. The forested area is a nice contrast to the open views in other parts of the preserve. Care should be taken to construct parking hidden from Highway 84 and made of a substance other than asphalt to reflect the rural atmosphere.	If the trails already planned by MidPen from this area towards the Red Barn are constructed, the public would be able to experience the Red Barn as the protected, historic, grazing site that it currently is and has been for years.	The comments included in Sears Ranch Road Parking Area apply to this area as well. This location would be closer to the Red Barn and parking or educational facilities could be constructed to blend into the environment in contrast to the current parking area where the parking is located on top of a rise in the landscape.

Notes:



Midpeninsula Regional
Open Space District

Denise Phillips

**La Honda Creek Parking Feasibility Study
Site Tour #2 – November 16, 2019
Project Goals and Objectives – Assessment of Tour Sites**

Project Specific Site Assessment Criterion	Preserve Gate LH07	Sears Ranch Road Parking Area – Site West of Existing Parking Area	Sears Ranch Road – Cattle Corral – Former Residence Area (1 mile from existing lot)
<p>Establish new public access in the central portion of La Honda Creek Open Space Preserve</p>	<p>This may be a good alternative site as it rests on the westernmost border of the central area as designated by the board and shown on our map. It is not a large area, but there could perhaps be a smaller parking lot with room for cars for access to developed trails leading both towards the Allan Ranch road section and the Sears Ranch Road section of the Preserve.</p>	<p>This location does not address our primary board-directed goal of establishing access to the central portion of the preserve. It would be a very long hike for many to reach the RB area from trails originating here. The Board objective is to open access to the central portion of the preserve to help join the existing trails at Allan Ranch Road and Sears Ranch Road. This location does not accomplish that objective.</p>	<p>Again, this location does not address our primary board-directed goal of establishing access to the central portion of the preserve. It would be a very long hike for many to reach the RB area from trails originating here. The Board objective is to open access to the central portion of the preserve to help join the existing trails at Allan Ranch Road and Sears Ranch Road. This location does not accomplish that objective. It also doesn't seem to make sense to put in a new parking lot a mile from an already existing parking lot. That makes the existing hiking path into a roadway, so hikers would need to contend with vehicles unless a new trail was created to divert people away from the road.</p>

<p>Design elements to reflect the rural character of the site and the Red Barn</p>	<p>While this location is not near the RB, I would expect Midpen to design it in such a way that it would blend in appropriately to the surrounding area.</p>	<p>While this location is not near the RB, I would expect Midpen to design it in such a way that it would blend in appropriately to the surrounding area. The existing parking area is quite nice.</p>	<p>I am concerned about how deep into the preserve this site would bring traffic. While I'd expect Midpen to design a parking area here to blend in as much as possible, it's beautiful and remote as it is, and building out a parking area would inevitably take that away.</p>
<p>Provide safe public access</p>	<p>According to the traffic study done at this area, the existing driveway is not going to work. However, the traffic study recommendation of moving the driveway 150 to the north to help offer acceptably safe access to the parking area from each direction on 84 is encouraging. I would hope that Caltrans would work with Midpen to implement changes in signage and striping to help to alert the public to upcoming turns. Turn lanes/alleys may also be an option.</p>	<p>Accessing this site from 84 would be safer.</p>	<p>Accessing this site from 84 would be safer.</p>
<p>Balance public access with grazing activities and other uses</p>	<p>It would not work to have equestrian trailer parking here, but access for hikers and cyclists would work. Not sure what the grazing agreements are at this site.</p>	<p>Expanding the lot here to the lower flat area would require substantial fencing and additional gates to protect the cattle from vehicles. There may be a place here for equestrian trailers, though, in the lower area. If the lot were kept smaller and designed just for horse trailers, the footprint would be that much smaller. Maybe make it permit only to keep it just for horse trailers to help keep it smaller?</p>	<p>Again, building out a lot here would require substantial changes in fencing and gates to accommodate the grazer's cattle to protect them from vehicles and facilitate moving them from area to area as per their grazing agreement. Though this area could certainly be built big enough to accommodate horse trailer parking, that makes the footprint deep inside the preserve that much bigger.</p>

Include amenities that facilitate environmental education	I believe sign boards could be included in the parking lot design to help educate the public.	Not sure what form these would take, but there would certainly be room for sign boards or bulletin board area where info could be shared. There is room down below to potentially accommodate an actual covered area for education purposes	Not sure what form these would take, but there would certainly be room for sign boards or bulletin board area where info could be shared. There is room to potentially accommodate an actual covered area for education purposes
Protect scenic views of and from the site	The parking area would be somewhat shielded from 84, and there are no long distance views here given the woods beyond it. Some PAWG members expressed concerns about noise, but staff suggested that the design could help mitigate noise from 84.	The view from site 2A is quite beautiful with the barn and pond in the distance, so whatever may be built here would need to try to preserve that if possible. Parking horse trailers there could block the view, but a short stroll down the road would bring the view back into sight again.	The view from here is beautiful and remote and gives the visitor a true sense of being deep in the preserve. Building a lot here would take away that sense.

Notes:

- Smaller lot at LH07, no horse trailers, perhaps permit only to discourage visitors from pulling in, finding it full and then parking on the non-existent shoulder of 84
- Development of trails leading from LH07 area up towards the RB area and down towards Sears Ranch, thereby connecting the upper and lower portions of the preserve (our objective in recommending a location to the PNR Committee/Board)
- Equestrian Trailer parking at Sears Ranch 2A option – perhaps by permit only so it is truly just for equestrian parking. Would help to keep the lot much smaller and take advantage of the existing lot and facilities there.
- I believe building a second parking lot with facilities at site 2B would unnecessarily develop an area of the preserve that truly represents the remoteness and beauty of the Preserve. It seems unnecessary given that there is already a lot a mile closer to 84 just above the school (Site 2A).
- Not sure if this is the place for this or not. If not, feel free to edit out: The Red Barn site is located immediately next to Hwy 84 and has beautiful views. The Hexagon traffic study dated Aug 10 based at La Honda Rd/Old La Honda Rd/Jeep Trail indicates that the majority of passers-by are going between 40 – 60 mph as they drive by that area. That allows little time to take in the view. If designed carefully, development at this site could preserve the views around and beyond the barn for visitors who actually stop at the RB site. Discreet and sensitive development here would also avoid impacting the interior of the preserve for visitors and would fulfill the project objective of opening access in the central portion of the preserve.
- Perhaps a combo of these features – equestrian parking at Sears Ranch Rd. 2A, a smaller permit lot at LH07 for those most interested in hiking/biking, and a small lot at the RB site with education and picnicking opportunities would be able to address all the board’s goals for LH.

PAWG: Karl Lusebrink

LHCOSP Parking Feasibility Study. Site Tour #2 Assessment. Nov. 16, 2019

Assessment Criterion	Gate LH07	Sears Ranch, meadow West of entrance	Sears Ranch, Residence Site on Harrington trail
New public access to central preserve	Only 1 mile from here up Hwy 84 to Red Barn area new trails. Slope to creek not too extreme for trails. Minimize visitor impact to pristine creek. If site cannot remain closed, consider permits to manage visitor numbers.	Develop south area trail network to connect with mid area trails, all accessible by hikers without despoiling the Red Barn. Add equestrians at this site, which is as near as feasible to central preserve.	Additional parking lot 1 mile from current lot is redundant. It would negate the initial, easy segment of Harrington trail, which is very popular with walkers and joggers, by requiring widening of the ranch road for 2-way vehicles. Would not greatly reduce hike distance to Red Barn area. Potential for a loop trail around hilltop residence site.
Design to reflect character of the site	Woodland trail alternative to private road needed to descend slope. Opportunity for forest habitat, salmonid spawning, or wildlife corridor interpretive sign.	Design to fit working ranch.	Design to fit working ranch. Visitor traffic on wider 2-way road seems out of place. Site good for signs, bench, toilet, maybe water.
Safe public access	Difficult (but possible?) to locate a safe driveway in the sweeping Hwy 84 curve. Short sightlines, fast traffic.	Safe entrance established, away from Hwy 84.	A remote lot within preserve is not easily patrolled. Theft, vandalism risk. Emergency vehicles would have to drive to trailhead.
Balance access with grazing and other activities	Protect wildlife corridor on Weeks Creek and redwoods. Decision needed about necessity of connection across the creek to ranch road we hiked from Harrington.	Feasible to isolate compact new parking area from cattle. Prioritize equestrian parking on graded, unpaved surface, and allow for car overflow from current lot.	Widened road isolated by fence and gates would change cattle management; can no longer leave gates open to let herd migrate to new pasture.
Amenities for environmental education	Interpretive signs ok. Site is too small for visitor amenities. (Event Center may be ideal for that)	Possibly add exhibits and pack-in-pack-out picnic at white barn near the pond.	Amenities other than parking can be added at various suitable flat locations near N-S-W trail hub.
Protect scenic views	Enough space for small parking lot on gentle slope off right of way, partially shielded from road by foliage.	Area is near entrance lot and below sightline from most vantage points except the entrance gate.	Area is a trail hub where great views of hills toward the West greets hikers. I would not like to see parking in foreground.



La Honda Creek Parking Feasibility Study
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Project Specific Site Assessment Criterion	Preserve Gate LH07	Sears Ranch Road Parking Area – Site West of Existing Parking Area	Sears Ranch Road – Cattle Corral – Former Residence Area (1 mile from existing lot)
Establish new public access in the central portion of La Honda Creek Open Space Preserve	This would be quite close to the “central” part of the Reserve	This area is very central to the Preserve, if you are looking at overall acreage and the area and trails that are currently in use	This area is even more central to the Preserve, if you are looking at overall acreage and area/trails that are currently in use. The road that we hiked further into the Preserve brings visitors even closer to the Red Barn and what some consider to be the ‘central’ part of the Preserve.
Design elements to reflect the rural character of the site and the Red Barn	* If amenities were located behind a screen of the existing trees along the roadside, it is possible to imagine developing this site in a way that would preserve the rural character. I don’t know if this site could accommodate much more than a modest parking lot though.	Placing an additional parking lot on this site would keep it well out of view from the town of La Honda and most of the surrounding homes, though it could be seen from some of the hiking trails. One downside, however, is that a parking lot there may somewhat diminish the view of the barn and pond .	If the parking lot and amenities could be kept to the lower level we looked at and away from the Barn and the trail, the rural character could be well preserved.
Provide safe public access	Although there are decent site lines looking to the West, the site line looking East is obscured somewhat by a curve in the road. Also, this is a notorious stretch in which motorists and motorcyclists pick up considerable speed and take the opportunity to pass others before the road	Of all the sites being reviewed, Sears Ranch Road is the safest exit off of Highway 84 -- by far. Sears Ranch Road is wide, very visible and in the middle of town where most traffic (presumably) already slows down. It is well-paved, two lane and already in steady use by large school buses, so we know it is safe.	Sears Ranch Road is the safest exit off of Highway 84 of all the sites being reviewed -- by far. Sears Ranch Road is wide, very visible and in the middle of town where most traffic (presumably) already slows down. It is well-paved, two lane and already in steady use by large school buses, so we know it is safe.

	gets winding again . Many accidents occur along this bit of roadway.		
Balance public access with grazing activities and other uses	I don't know enough to comment here.	Grazing is already being accommodated here so only modest amendments to the current agreement with ranchers would seem to be necessary.	Some adjustments would have to be made here, including a fence with gates on the other side of Harrington trail to keep the cows off what would become a road to a new parking lot at this site.. MidPen may want to build a trail that is separate from the current trail (that would become the access road for cars to the new lot) that either runs parallel to the road/existing trail or that meanders a bit, but in a way that keeps people separated from the cattle.
Include amenities that facilitate environmental education	There looks to be enough relatively flat area in which explanatory panels and the like could be installed. The view from the site here is more limited, making explanation of the area a little more difficult to point out.	Since there are already amenities at the nearby parking lot, only modest additions, if any, would have to be made.	There is ample flat space here to accommodate environmental education, restrooms etc.
Protect scenic views of and from the site	There are only limited views from this site so protection of the view from the site does not seem to be a concern. However, care would need to be taken to screen the area from the road using the existing vegetation if we wanted to have the site blend into the scenery and thereby protect scenic view of the site.	Because the flat site for a parking lot here lies below the road level and is partially shaded by trees, the view of a new site would not be obtrusive. The view from the site would be expansive and very nice, taking in the surrounding hills, the barn and the very photogenic pond. However, a new parking lot here would also somewhat mar the wideview of the pond and barn.	As a new parking lot and amenities here would be at a lower elevation from the road/trail coming in, the view of it would be somewhat obscured from that direction. However, it would probably be visible from some of the later portions of Harrington trail.



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Project Specific Site Assessment Criterion	Preserve Gate LH07	Sears Ranch Road Parking Area – Site West of Existing Parking Area	Sears Ranch Road – Cattle Corral – Former Residence Area (1 mile from existing lot)
Establish new public access in the central portion of La Honda Creek Open Space Preserve	Nice, wide shoulder for a pull out lane & parallel parking possible, however Highway 84 is a fast & deadly corridor. If a parking lot was built here it will be a small lot. Perhaps parking would be limited to 20 cars to provide a circular entrance- parking- exit strategy?	Nice Flat site and a large area for parking & Equestrian Parking, which is needed (MidPen Mission Statement) to provide access for additional user groups. No water/ Power on site and I believe a parking area distracts from the view shed here. Amazing view of mountains, barn and pond.	Nice Flat site with an existing road here. Plenty of space for a large area for Equestrian Parking (off a paved area). I like that this site is 'tucked away'- out of site. ** Water on site ** Power on site Lots of space for an Interpretive Center. plus the cattle calve here- a real bonus, in terms of educational value!! Close to the trails to be opened, heading out towards Red Barn
Design elements to reflect the rural character of the site and the Red Barn	Parking could be on the shoulder? to retain the character of this spot. No room for Equestrian Parking here. Red Barn not visible from here & trails would need to be built to get to the creek & over to Red Barn. ** Best as on street parking? It seems such a small site to build a parking lot. Use would be limited to pedestrians/dog users.	Close to the new parking lot built, which is under-utilized (as of now) Red Barn is not visible from here. ** Very accessible for all users, since the site is near flat. Lots of space here.	** Site would provide easy access for all user groups, close to proposed trails to creek & up to the Red Barn. Provides an access area away from new parking area down the road & gets people closer to the trails. Fencing is here, so it won't be difficult to add more fencing for the safety of cattle.
Provide safe public access	Site is not near grazing. The creek separates the grazing activities from potential access from Highway 84. ** Not the safest access area of these three choices ** Safety concerns re: Highway 84 & traffic dangers!	Site is in the grazing area, so additional fencing will be required. I love that the grazing cattle are here ** Very safe for Public Access!!	Site is in the grazing area, so additional fencing will be required. I love that the grazing cattle are here & this is where they calve (under the large Eucalyptus Trees) so that area should somehow be saved for the herd to enjoy! ** Very safe for Public Access!!

<p>Balance public access with grazing activities and other uses</p>	<p>Small site compared to the Sears Ranch site & Event Center site. This site would be limited in public access & will not provide safe access for all user groups. The terrain is rough & downward towards creek. Mobility users may be compromised by difficult terrain here. Views limited, so lots of trees would need to be 'limbed up' to provide a view of grazing on the opposing hills (if at all)</p> <p>** No power here ** No water here for construction</p>	<p>Large site for amenities and all user groups can find safe areas to park & hike. Plenty of space to picnic and enjoy the pastoral views!!</p> <p>** Very safe site for all User Groups ** No power here ** No water here, but most likely is close by??</p>	<p>Large site for amenities and all User Groups. Plenty of open space for users to park, hike and picnic close to the grazing cattle (a real bonus, in my opinion !)</p> <p>Terrain is a gentle hill. ADA Parking could be up on flat area where I propose Equestrian Parking to be.</p> <p>** Power on Site ** Water on Site</p>
<p>Include amenities that facilitate environmental education</p>	<p>Site is constrained by size and proximity to Highway 84.</p> <p>This site is not large enough to provide a building/ciosk for Environmental Education</p>	<p>Large, safe site for a building or public bathroom, plus safe parking away from Highway 84.</p> <p>Environmental Education is feasible here</p>	<p>Large, safe site for a building or Public Bathroom (ADA) away from Highway 84.</p> <p>Environmental Education is feasible here, plus the cattle calve here. If fencing could provide cattle continued access to the site it would be ideal & appropriate.</p>
<p>Protect scenic views of and from the site</p>	<p>** Views are limited here</p> <p>This site is more central, however it is constrained by safety concerns and rough terrain. User groups would be very limited, as it is a down hill climb to the proposed trails to the Red Barn.</p>	<p>** Great Views here & it protects the view of the Red Barn.</p> <p>** Parking here is visible from road and the existing, new parking area. Parking could still protect views, if the lot is close to the tree line (to the North)</p> <p>This site is still far from the trails up to the Red Barn, not a central location for additional parking</p>	<p>** Great Views here & it protects the view of the Red Barn.</p> <p>** Parking here would be less visible & would protect the views. This site is not visible from the existing , new parking area, plus it brings people closer to the trails up to the Red Barn.</p>

Notes:



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<p>Establish new public access in the central portion of La Honda Creek Open Space Preserve</p>	<p>On edge of central preserve, not too far from Red Barn area.</p> <p>Study this area more! Would need to acquire minimal amount of adjacent land (do a lot line adjustment?) to use existing roadway down to the creek. This road seems to be in good condition.</p> <p>LH07 has great potential for a regional trail (Ridge Trail) staging area and crossing. Has a direct connection to Highway 84 which reduces neighborhood traffic concerns and makes it more easily accessible to those unfamiliar with the area.</p> <p>Suggest continuing to discuss roadside parking in excess CalTrans right-of-way west of Gate LH07. CalTrans may not wish to develop more roadside parking, but if they declared the land to be surplus and conveyed it to Midpen, it could be used for that purpose.</p>	<p>Very long hike to reach central area of preserve and Red Barn - does not seem to meet goals. Only equestrians and cyclists, who can more quickly cover the distance, would really consider this site to be a substitute for a staging area in the central preserve.</p> <p>Good level area with potential for equestrian trailer loop. Proximate to pond / historic Sears Ranch area, which is a good opportunity for an attractive easy access trail.</p> <p>Right now, the demand for an expanded parking lot is just not there – it would need to be tied to additional trail access options.</p>	<p>Very long hike to reach central area of preserve and Red Barn - does not seem to meet goals. Only equestrians and cyclists, who can more quickly cover the distance, would really consider this site to be a substitute for a staging area in the central preserve.</p> <p>Good level area with potential for equestrian trailer loop.</p> <p>Right now, the demand for an expanded parking lot is just not there – it would need to be tied to additional trail access options.</p>
<p>Design elements to reflect the rural character of the site and the Red Barn</p>	<p>Lots of existing trees – oaks and eucalyptus. Would need to remove some trees to develop parking, but lot would be well screened from the road.</p>	<p>Fairly open and visible from surrounding area, but less so than existing staging area. Additional large paved area would be somewhat intrusive and not in keeping with rural character. Any way to do a gravel paved lot, especially since that is better for horses?</p>	<p>Lengthy paved road and paved parking area is not in keeping with rural character. Any way to do a gravel road and lot, especially since that is better for horses?</p>

<p>Provide safe public access</p>	<p>Currently traffic on 84 appears to be going about 40 mph at this corner; some are faster, especially motorcycles. Would need traffic calming measures.</p> <p>I wonder about sight lines on the corner – the driveway location would need to be carefully selected. Staging would be well set back from the highway.</p>	<p>Away from high speed traffic.</p>	<p>Away from high speed traffic.</p>
<p>Balance public access with grazing activities and other uses</p>	<p>One nearby private residence, but superior in terms of minimal conflicts with existing uses.</p>	<p>Expanded staging in this area would reduce available pasture and add more car trips to Sears Ranch Road. Would this increase conflicts with school and nearby residents?</p> <p>Roadway past school would probably have to be widened. Is this section publicly maintained or would Midpen have to assume responsibility for that? Adds to construction and maintenance costs.</p> <p>Development as a staging area would result in loss of grazing pasture, but this site is at least along the edge.</p>	<p>Expanded staging in this area would reduce available pasture and add more car trips to Sears Ranch Road. Would this increase conflicts with school and nearby residents?</p> <p>Roadway past school would probably have to be widened. Is this section publicly maintained or would Midpen have to assume responsibility for that? Adds a mile of new road beyond the existing staging area, which substantially increases to construction and maintenance costs.</p> <p>Would result in a loss of grazing pasture as well as inhibiting the tenant’s ability to move their cattle freely. Roadway would need to fence cattle out and accommodate several cattle crossing gates.</p>
<p>Include amenities that facilitate environmental education</p>	<p>Beautiful redwood groves farther down trail would make a nice destination for an easy access trail and environmental ed.</p>	<p>Immediate vicinity of site is not particularly compelling but if loop over to Sears Ranch ponds were added, this might open up interpretive opportunities.</p>	<p>Immediate vicinity of site is not particularly compelling for environmental education.</p>
<p>Protect scenic views of and from the site</p>	<p>Lots of existing screening.</p>	<p>Fairly visible from surrounding preserve – at least it is on the edge near existing trees.</p>	<p>Fairly well screened from surrounding preserve. Adds an intrusive element to an otherwise rural, open setting, but at least this site was previously developed with a residence and kennel.</p>

Notes:

I think we should not give up on safe access from Highway 84. Not that different from Highway 35 (Skyline Boulevard) and worth it in the long run to access regional recreational resources from a major road. I can think of at least thirteen other staging areas that directly access State highways (84, 35 and 9). I would like to learn more about potential traffic calming measures to explore – flashing caution lights, rumble strips – what is the best thinking about how to consistently slow drivers down?

I suggest we start engaging with CalTrans starting now. Is there any way to invite a representative to the PAWG meetings? (Note that a CalTrans representative has been attending the Hwy 17 Crossing public meetings and is also involved in POST's Cloverdale bluff trail planning efforts)



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Establish new public access in the central portion of La Honda Creek Open Space Preserve	I believe this site could provide limited access to the central portion of the La Honda Creek Open Space Preserve. The long narrow strip of flat area adjacent to the highway could provide two rows of perpendicular parking.	When more access is needed for the southern portion of the park this would be a good place to add additional parking.	When more access is needed for the southern portion of the park this would be a good place to add additional parking.
Design elements to reflect the rural character of the site and the Red Barn	This would not take away from the rural character of the Red Barn and could be screened by strategic plantings.	A parking lot at Sears Ranch would not take away from the rural character of the Red Barn because it's nowhere near and would add interest to this barren rural landscape.	A parking lot at the Cattle Corral would not take away from the rural character of the Red Barn because it's nowhere near and would add interest to this barren grassland landscape.
Provide safe public access	The access safety can be determined by CA State Highway's assessment. Line of sight is good here.	This site would provide the safest public access if the access road could be widened to two lanes.	This site would provide the safest public access if the access road could be widened to two lanes.
Balance public access with grazing activities and other uses	A parking lot here would have no impact on grazing or other uses.	Grazing activities would be minimally impacted.	Grazing activities would be greatly impacted, because the one mile access road would have to be fenced along both sides greatly impacting the movement of cattle.

